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Seaboard and Roanoke
Railroad co.
Annual report



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TWELFTH ANNUAL REPORT

—OF—

President and Directors

—TO THE—

STOCKHOLDERS

OF THE

SEABOARD AND ROANOKE RAIL ROAD COMPANY.

Submitted March 8th, 1860.

PORTSMOUTH, VIRGINIA,

PRINTED AT THE OFFICE OF THE DAILY & WEEKLY TRANSCRIPT.

1860.

OFFICERS

Of the Seaboard and Roanoke Railroad, for the year 1860—61.

PRESIDENT.

SAMUEL M. WILSON.

DIRECTORS,

THOMAS HUME,
DAVID A. BARNES,
RICHARD WALKE,

MONCURE ROBINSON,
GEORGE R. VICKERS,
WM. LYTTLETON SAVAGE,

TREASURER,

RICHARD WALKE,

GENERAL SUPERINTENDENT,

JOHN M. ROBINSON,

MASTER TRANSPORTATION,

OWEN D. BALL.

FREIGHT AGENTS,

WM. G. WEBB, *Portsmouth, Va.*
E. N. PETERSON, *Weldon, N. C.*

ROAD MASTER

SAMUEL T. HAND.

MASTER MACHINIST,

JEROME B. PENDLETON.

Annual Report.

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OFFICE OF THE SEABOARD & ROANOKE RAIL ROAD CO.,

Portsmouth, Va., February 23d, 1860.

The Annual Meeting of the Stockholders of the Seaboard & Roanoke Rail Road Company, was held at their Office, in the City of Portsmouth, on Thursday, the 23d of February, 1860.

On motion, Chas. A. Grice, Esq., was called to the Chair, and J. G. Wilkinson appointed Secretary.

The Chairman appointed Messrs. Samuel M. Wilson, A. Mehaffey, and Robt. Dickson, Esq's, a Committee to ascertain the amount of stock represented at the meeting.

The Committee reported that there were represented but 409 shares, entitled to 256 votes, which not constituting a quorum, it was,

On motion,

Resolved, That the meeting be adjourned to Thursday, 8th of March, proximo, at 12 o'clock, M.

CHAS. A. GRICE, *Chairman*.

J. G. WILKINSON, *Secretary*.

OFFICE OF THE SEABOARD & ROANOKE RAIL ROAD CO., }
Portsmouth, Va., 8th March, 1860. }

An Adjourned Meeting of the Stockholders of the Seaboard & Roanoke Rail Road Company was held at their Office in Portsmouth, at noon, this day.

Charles A. Grice, Esq., in the Chair.

On motion, Richard Walke was appointed Secretary.

The Chairman appointed Messrs. W. L. Savage, Geo. M. Bain, jr., and Tazewell Taylor a Committee to ascertain the amount of stock represented.

The Committee reported that the whole number of shares, 8,442, was entitled to 4,886 votes, of which there was present in person and by proxy, 3,358 votes.

A quorum being present, the meeting proceeded to business.

The report of the President and Directors, to the Stockholders, was submitted and read by the President, and,

On motion, received and ordered to be recorded.

The statements of the Treasurer showing the financial condition of the Company, and reports of the Master of Transportation and of the Master Machinist were laid before the meeting and ordered to be filed.

The Committee appointed at the last annual meeting to examine and report the condition of the road, machine shops, and other property of the Company, submitted through its Chairman a statement of the same, which,

On motion, was received, ordered to be recorded, and the thanks of the Stockholders tendered to the Committee.

The following resolutions were then offered and unanimously adopted:

Resolved, That the President and Directors be, and they are hereby authorized to raise such an amount of money as they may deem requisite to enable them to take up or extend the first Mortgage Bonds of the Company, payable on the first of August next, by the creation and sale of new shares of capital stock, at not less than \$50 per share, provided, that each Stockholder and his assigns be allowed for thirty days the privilege of taking his pro rata proportion of such shares at the price which may be fixed on by the Board of Directors for the same.

Resolved, That the President and Directors be, and they are hereby authorized, and in the event of any impediment in the way of the contemplated line to Philadelphia, via Scaford, that they be, and they are hereby instructed to place the steamer "Philadelphia" on the route between Norfolk and Portsmouth and Baltimore, and to provide in such manner as may seem to them most advisable, one or more steam boats to run alternately with the "Philadelphia," for the purpose of forming a line between the ports of Norfolk and Portsmouth and Baltimore, in connection with and under the control of this Company.

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The meeting then proceeded to the election of President and Directors for the ensuing year.

On motion,

SAMUEL M. WILSON, Esq., was unanimously re-elected President, and the following named gentlemen, Directors;

THOMAS HUME,
MONCURE ROBINSON,
WM. LYTTLETON SAVAGE,
GEORGE R. VICKERS,
DAVID A. BARNES,
RICHARD WALKE.

On motion, the President and Directors were instructed to have printed such reports and proceedings of this meeting as they may deem advisable.

On motion, the meeting adjourned.

CHARLES A. GRICE, *Chairman*.

RICHARD WALKE, *Secretary*.

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TWELFTH ANNUAL REPORT OF THE PRESIDENT AND DIRECTORS.

TO THE STOCKHOLDERS OF THE SEABOARD
AND ROANOKE RAIL ROAD COMPANY;

Gentlemen:—

We report our operations since your last Annual meeting, and the condition of the Company on the first day of February, the end of our fiscal year.

Your income has been,

From Transportation of passengers traveling the whole Road,.....	\$63,897 72	
From Transportation of passengers traveling to and from Way Stations,.....	28,874 53	
Making from travel,		\$92,772 25
From freights transported over the whole Road,.....	\$88,185 91	
From freights transported to and from Way Stations,.....	41,578 31	
Making from freights,		129,764 22

From transportation United States Mail,.....	8,000 00
From Rents, Wharfage, Dividends, &c.,.....	9,909 63

Making your gross revenue,.....	\$240,446 10
The current or operating expenditure has been,.....	119,393 34

Leaving as nett revenue, the sum of.....\$121,052 76

This is the largest nett revenue the Company has realized, it exceeding that of any other year by the sum of \$13,151.57; and it is the result of a year's operations, during which the property of the Company has been kept in thorough repair, and considerable expenditure been made for construction, which is embraced in the account of operating expenses—after paying the interest on the entire debt of the Company, it leaves over ten per centum on the capital stock as the profits of the year's business.

In addition to the nett income, as above stated,.....	\$121,052 76
There was on hand on the first day of the fiscal year,.....	12,023 33
And we have received from sales of Raleigh & Gaston Rail Road stock,.....	21,012 50
And we have received from purchased first Mortgage Bonds extended and sold,.....	1,900 00
And we have received from Bills payable and accounts,....	20,216 64

Making the sum of.....\$176,205 23

Of which there has been expended as follows;

In settlement of claim of James Barnes,.....	\$ 6,426 00
In payment of Cash Dividends on guaranteed Stock, Interest, Discount and Exchange,.....	46,571 44
Commissions on extending first Mortgage Bonds	3,300 00
On account of accident at Margarettsville, in 1856,.....	10 00
For monument to Dr. Wm. Collins, dec'd., for- mer President of the Company,.....	700 00
On contract for building steamer Philadelphia,	57,363 58
In all the sum of	<u>\$114,371 02</u>

Leaving on hand, mostly in cash, and all available,.....\$61,834 21

In every department of the Company's service, we have endeavored to secure the practice of judicious economy, and the ratio of operating expenditure to the income of the year—less than fifty per cent.,—speaks favorably of the progress in this direction.

Our passenger receipts have increased \$1,077.75 over those of the

preceeding year, and the increase in receipts from freight has been \$6,-608.86. The increased receipts, both from travel and freight, has been from that portion of our business carried over the entire length of the Road. The articles of freight coming down the Road in which any material increase of quantity has taken place, are cotton and flour, while there has been a large decrease in staves, naval stores, and grain. The increased business has been mainly in our upward freights of general merchandize, and this has been such, as not only to compensate for the diminished transportation in staves, naval stores, and grain, but to place our entire freight receipts, as just mentioned, considerably in advance of those of the last year. This increase in miscellaneous freights going up the Road, is in a great measure owing to the improved steam-ship facilities now existing between our port and the large cities of the North.

Since your last meeting the line of propeller steamships between Baltimore and New York have commenced to stop at Norfolk, on both their inward and outward trips to New York; and the New York and Virginia Steamship Company, as well as the proprietors of the Propeller line of Steamships, have made such reduction in their rates of freight as places the Road as a joint carrier with them in competition with other lines more nearly on the footing to which its location entitles it. There is also stopping at the port a line of steamships which run to Boston and Providence, and an additional line to Boston is in contemplation by residents of that city.

Under the resolution of your last meeting, authorising the establishment of a steamboat line between this port and Seaford, or some other point on Tangier Sound or its waters, in view of a connection with the Delaware Road, we have caused to be built an iron steamboat, the "Philadelphia," of 552 tons burthen and 201 feet in length, and had her properly and well equipped for the transportation of freight and passengers. She was built by Messrs. Reaney, Neaffey & Co., of Philadelphia, under the supervision of Mr. John M. Robinson, now Superintendent of the Road, and is ready to take her place on the line between Portsmouth and Seaford. She has been constructed of the best material and in the most approved manner, is fitted up with great neatness, and in her arrangements provision has been made to afford the largest freight capacity, while her appointments are such as to afford every comfort to her passengers. Her entire cost, including her furniture, is about \$67,000. The Delaware Road has already been extended and completed to the

Maryland line, and the Eastern Shore Rail Road Company has been organized for its further extension down the peninsular of Maryland, and the first section of their Road, from the State line to Salisbury, we learn is now completed. This Road is designed to run to little Annemesic river, on Tangier Sound, distant but eighty-four miles from our terminus here, and in connection with the Steamboat line and our Road will, when completed, form the most direct and expeditious route along the Seaboard between the North and South.

So soon as the Philadelphia is placed on her route, there will be running to and from our port a daily line of steamers to Baltimore; a tri-weekly line by way of Seaford to Philadelphia; a weekly propeller line to Philadelphia; two lines, one tri-weekly and the other semi-weekly, to New York; and a semi-weekly line to Boston and Providence, affording to the patrons of the Road every facility that can reasonably be desired for the direct and speedy transit of their freights.

At no Rail Road terminus in the Southern States can there well be concentrated such frequent, reliable and superior steamship communication with the large commercial cities of the North; and it cannot fail to attract to the Seaboard & Roanoke, and to the Norfolk & Petersburg Rail Road, which equally participates in the advantages of our common port, the greater portion of the business of the large area of country respectively connected with the Roads. So far as the Seaboard & Roanoke Rail Road is concerned, this fact is already manifested in the freights now passing over the Road to and from the country, in connection with us and with the extension of connecting Roads now rapidly going on, and such improvement in our steamship facilities, and in the management of transportation and modification of rates as experience may advise; we see nothing to prevent a progressive business for your Road from year to year, satisfying your largest expectations, and in the end taxing the Road to its capacity to operate—the elements of entire success are all within reach, and if availed of under a judicious and prudent management, your Road must become one of the most valuable in the country.

At the time of your last annual meeting one hundred thousand dollars in amount of the first Mortgage Bonds of the Company had been extended in time of payment from the date of their maturity, on the first day of August, prox., for twenty years, under your resolution of the 14th day of March, 1857. During the year just passed an additional amount of fifty thousand dollars of the Bonds have been extended in like man-

ner, of which the larger part is held abroad. This leaves one hundred and fifty thousand dollars of the Bonds remaining outstanding and unextended, to be extended or paid at maturity on the first of August next. The greater portion of these can be met by funds already set aside for the purpose, and from our receipts during the period intervening before their maturity; and the Board have reason to believe, and are satisfied, that a further portion of them will be extended. It may thus be that the whole of the unextended Bonds may be provided for without raising funds expressly for the purpose. As this, however, cannot at this time be ascertained, it is proper that provision should be made for any amount that may be needed for the prompt payment of all outstanding unextended Bonds on the day of their maturity. We do not think the amount, (if any,) which it may be necessary to provide, can exceed fifty thousand dollars; but as the provision made should be ample, we would deem it unwise at this date to limit it to this sum; and as, at the same time, it is desirable not to provide a larger sum than may be necessary, we would advise that the amount be fixed at whatever sum may, on the first of June, prox., appear to be needed. By this period, wanting only sixty days of the maturity of the Bonds, the Board will be able to estimate with approximation to accuracy what amount may be required, and still we presume ample time be left to carry into effect any plan of finance that you may direct. Were the holders of the Bonds as familiar as yourselves with the high value of the securities they own, prompt extension of the Bonds by all desiring investment of their funds, would save the necessity of making provision for their payment as recommended.

During the year the city of Norfolk ceased to run her ferry, connecting at North street Depot, in Portsmouth, and the city of Portsmouth requiring our track through Crawford street, connecting North street Depot with the main line of the Road, to be taken up temporarily, for the paving of Crawford street, we caused the passenger station to be moved to High street Depot, and the arrangement on trial recommending itself strongly, in point of economy, we have continued it.

The lease of the joint use of the Road and Bridge between Weldon and Garysburg to the Petersburg & Weldon Rail Road Company, has been renewed for the period of three years and a half, commencing on the first day of January, 1861.

Under your resolution directing a monument to be erected in memory of Dr. Wm. Collins, former President of the Company, as a testimonial

of your appreciation of his services and devotion to the interests of the Company, we have caused one to be constructed and placed near his remains in the City Cemetery of Portsmouth. The monument presents an honorable tribute to the worth of the deceased, and a fitting memorial of your estimation and regard. The delay in its erection has been occasioned by a desire to consult the wishes of his immediate friends in its location.

The property of the Company has been maintained in excellent condition through the year. At no period in the last five years has the track been in better order. The rails have proved of good material and construction—up to this time, under a constant use for nine years, some three hundred tons of rail sufficing to replace every one requiring removal. The replacement of sills, very many of which had become defective, has caused considerable outlay. The extent to which this expenditure has been necessary, has been occasioned by the defective character and size of many of the sills used in the original construction of the Road. Four stone culverts, with embankments have been substituted for trestles, and considerable progress has been made in substituting embankment for trestle at Meherrin river—about four hundred lineal yards of the trestle at that point having been filled up. It is proposed to continue the embankment here, so far as it is found it can be done without injury to the surrounding lands from overflow of the waters of the river. The bridges have received thorough and constant supervision, and are reported by the officers in charge thereof, as entirely safe and reliable. The buildings have been kept in good condition. No new structure of any moment has been erected during the year—the most important is a shed for the passenger coaches now in progress of construction.

The engines and cars have been well cared for, and are generally in excellent repair. In addition to the ordinary repairs, five new house cars have been built, and twelve rebuilt at the shops. The equipment will, in all probability, suffice for our business for the coming year, without any material addition to it.

Our trains have been run through the year with regularity, and have met with no accident. No passenger has been injured, and the only casualties among the employees of the Company have been purely accidental.

The Officers and Agents of the Company have been efficient and faithful in the discharge of their duties.

In the month of November last, Alexander Worrall, Esq., our late Superintendent, retired from the service of the Company, to accept the office of Superintendent of the Richmond & Danville Road. His resignation was received with regret by the Board of Directors, to whom his worth and long official association with them had endeared him, and he bore with him, to his new theatre of action, their kindest wishes for his success and welfare. John M. Robinson, Esq., of Philadelphia, has been appointed to fill the vacancy occasioned by Mr. Worrall's resignation. Mr. Robinson's assumption of the duties of his office has been too recent to enable him to prepare the usual Report of the Superintendent to lay before you.

We present the accompanying Statements of the Treasurer, exhibiting the financial condition of the Company, our receipts and disbursements for the year, and a detailed statement of the earnings of the Road; also Statements of the Master of Transportation, giving an abstract of our transportation, and of the Master Mechanic, showing the character and condition of the rolling stock and the operations of his department.

Respectfully submitted for your consideration, on behalf and by order of the Board of Directors.

SAMUEL M. WILSON, *President.*

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TO THE STOCKHOLDERS OF THE SEABOARD
AND ROANOKE RAILROAD COMPANY:

Gentlemen:—

Your Examining Committee have but little to report to you this year. Upon inspection they found the Road generally in excellent condition, safe and comfortable for the traveller and in first rate order for the transportation of freights. Of course there are various operations of repair and construction constantly going on upon the Road of such extent and of such business, but they are mostly of such a nature as to demand no especial notice from us. Four old wooden trestles have been removed, their places being supplied by earthen embankments and stone culverts, on most advantageous terms. The permanent stone work being constructed at a cost probably not greater than that of replacing with new wood. Embankments have also taken the places of trestles to a considerable extent at other points, particularly

at the Meherrin River, at which single position nearly 1200 feet have been filled up, which it is proposed to extend to about feet. It was at one time feared that this might cause damage to the owners of lands above, but so far as heard from none has yet been done, and we have reason to believe that no cause for dissatisfaction will be given. Slowly perhaps, but steadily, this important work of filling up is going on, and the company will be relieved from the expense of constant repairs, and the necessity of incessant vigilance.

In connection with this subject, we must mention the purchase of a few acres of land just beyond the Meherrin, as a most judicious outlay for the Company. At a short distance below the surface is found an extensive bed of gravel, the most desirable material for ballasting the Road—one much needed from the character of our soil, and yet from that very character of soil hard to be obtained.

No other subject occurs to us as worthy of particular comment. We can safely commend the Road as in good condition, and giving evidence everywhere of continued attention and energetic management.

The Workshops are in good order, and seemed to us improved since the last year's inspection. All the necessary repairs on engines, cars, &c., are carried on thoroughly well. Indeed, with trifling aid, the shops are now capable of turning out a home made locomotive. The work would be much facilitated by a new lathe, and we renew our recommendation of the last year on that subject.

The engines, cars, trucks, &c., seem in fair working order, and are believed to be ample for the wants of the Company.

In conclusion, we can but repeat our report of the last year, that we have found the affairs of the Company, so far as they have come under our view, in a safe, efficient, and prosperous condition, and we believe the Road can compare favorably with any other known to us.

Respectfully submitted,

W. E. TAYLOR,	} Committee.
GEO. M. BAIN. JR.	
A. M. MCPHEETERS.	

February 23d, 1860.

STATEMENT of the Financial Condition of the S. & R. Railroad Company, on 31st Jan. 1860.

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Cost of Road and Property—On the 31st day of Jan. 1859,.....	\$1,442,069 83	Capital Stock—on the 31st day of Jan. 1859,.....	\$577,700 00
Increased by settlement of old claims, the conversion of Bonds and the issue of New Stock,.....	27,176 00	Increased by conversion of Bonds, and issue of New Stock,.....	41,500 00
Steamer Philadelphia—paid on acc't Contract and for Furniture,.....		Preferred Stock—with guaranteed dividend of 7 per cent.,.....	225,000 00
Investment—Bonds of the Roanoke Valley Railroad,.....		*300,000 00	
Purchase of Company's Bonds—First Mortgage,.....		75,000 00	
Debts due the Company—Wm. Ward, (in suit),.....	7,250 00	4,000 00	
Sundries, (in open account,).....	60,467 36	8,320 00	
Cash—on hand Jan. 31, 1860.....		85,491 00	472,811 00
		42,144 91	
		10,774 28	
		7 12	52,926 31
		1,577,992 45	
			269,711 05
		1,308,281 40	\$1,639,648 36

* Of these \$150,000 have been extended to the 1st of August, 1860.

Office Seaboard and Roanoke Railroad Company, Portsmouth, Va., 31st January, 1860

RICHARD WALKER, TREASURER, S. & R. R. Co.

*STATEMENT of the Receipts and Disbursements of the Seaboard and Roanoke Railroad Company, from the
1st day of February, 1859, to the 31st day of January, 1860.*

Cost of Road and Property—Increased by settlement of old claims vs. Co., \$	6,426 00		Cash—on hand 31st Jan. 1859.....		12,023 33
Conversion of bonds and issue of new stock.....	20,750 00	27,176 00	Receipts—road earnings,.....	\$230,536 47	
Cost of Transportation—current expenses as per abstract.....		119,393 34	Rent of Weldon Bridge.....	5,500 00	
Interest on bonds and dividends on guaranteed stock,.....	44,906 38		Dividend on Raleigh & Gaston Stock	1,950 00	
Dividends on common stock,.....	41,384 00		Interest on Roanoke Valley Bonds....	105 00	
Discount and exchange, including discount on bonds extended,.....	5,077 56	91,367 94	Wharfage and Miscellaneous.....	2,354 63	240,446 10
Accident at Margarettsville in 1856, paid claim,.....			First Mortgage bonds extended and sold		1,900 00
Steamer Philadelphia—paid on acc't contract and for Furniture,.....		10 00	Convertible Bonds—issued for dividends on common stock.....		41,384 00
Monument erected to memory of Dr. Wm. Collins, former President of this Company,.....		57,363 58	Bills payable increased this sum.....		18,387 46
Registered bonds converted into capital stock,.....		700 00	Raleigh and Gaston R. R. stock sold...		21,125 00
Debts due the Co—sundries on open ac't		8,250 00	Capital Stock—increased by conversion of bonds and issue of New Stock.....		41,500 00
Cash on hand Jan. 31, 1860.....		55,312 62	Debts due by the Company—Sundries in open account.....		1,829 18
		19,021 59			
		\$378,595 07			\$378,595 07

Office of Seaboard and Roanoke Railroad Company, Portsmouth, Va., 31st Jan., 1860.

RICHARD WALKER, TREASURER, S. & R. R. Co.

STATEMENT SHOWING THE CURRENT EXPENSES PAID OUT OF THE INCOME OF THE SEABOARD AND ROANOKE RAILROAD COMPANY, FROM THE 1st DAY OF FEBRUARY, 1859, TO THE 31st JANUARY, 1860.

Officers Salaries—embracing President, Superintendent and Treasurer, &c.,.....	\$ 5,083 33
Office Expenses—embracing Printing, Advertising, Postages, Stationery.....	5,29 62
Depot Expenses—embracing Compensation of Agents, Repairs, Water Tanks, and Hands at Way Stations,.....	28,720 83
Repairs of Road—embracing Timber, Iron, Tools, Compensation of Managers, Overseers and Hire and Support of Hands,	36,555 61
Train Expenses—embracing Compensation and Expenses of Conductors, Engineers and Agents, and Cost of Wood, Oil and Waste,.....	24,884 86
Repairs of Engines and Cars—embracing Compensation of the Foreman of the Shops, Workmen and Cost of Materials used in Repairs,.....	17,377 61
Miscellaneous—embracing amount paid for Stock killed, Merchandize lost, State, City and County Taxes, Insurance on Buildings and Merchandize, &c., &c.,.....	5,130 06
Horses, Stables, &c.,—Expenses of Team,.....	1,161 42
	<hr/>
	\$119,393 34

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Office Seaboard and Roanoke Rail Road Company, Portsmouth, Va., Jan. 31, 1860.

RICHARD WALKER, TREASURER.

A COMPARATIVE STATEMENT of the Road Earnings of the S. & R. Rail Road Company, for the years 1858-'59 and 1859-'60.

1858-'59.	No. of Passengers.	Passengers. LOCAL.	Passengers. Portsmouth & Weldon.	Passengers through.	Passengers Total.	Freight Local.	Freight Portsmouth & Weldon.	Freight Total.	U. S. Mail.	TOTAL.
FEBRUARY,	2,143	1,700 23	1,061 00	1,823 00	4,584 23	3,266 42	5,239 33	8,505 75	666 67	13,756 65
MARCH,	3,184	2,236 13	1,742 00	3,448 00	7,426 13	2,980 83	7,303 34	10,284 17	666 67	18,376 97
APRIL,	2,839	2,208 96	1,553 00	2,460 00	6,221 96	3,867 55	8,667 26	12,054 81	666 66	18,943 43
MAY,	3,039	2,709 53	2,572 00	872 00	6,153 53	2,791 90	5,422 41	8,214 31	666 67	15,034 51
JUNE,	2,816	2,083 37	3,906 00	596 00	6,585 37	1,912 16	5,207 97	7,120 13	666 67	14,372 17
JULY,	3,588	2,646 61	4,609 00	546 00	7,801 61	2,323 27	4,846 95	7,170 22	666 66	15,638 49
AUGUST,	3,635 1/2	2,514 79	5,753 00	841 00	9,108 79	4,555 98	4,759 80	9,315 78	666 67	19,091 24
SEPTEMBER,	4,072 1/2	2,484 45	6,697 00	2,185 00	11,366 45	3,599 67	11,027 45	14,627 12	666 67	26,660 24
OCTOBER,	3,479	2,481 35	4,573 00	1,462 00	8,516 35	5,109 02	9,422 55	14,531 57	666 66	23,714 58
NOVEMBER,	3,291	2,557 91	4,506 00	1,932 00	8,995 91	4,525 78	8,312 15	12,837 93	666 67	22,500 50
DECEMBER,	3,492	3,179 32	3,194 00	1,186 00	7,559 32	4,024 67	6,004 62	10,029 29	666 67	18,255 29
JANUARY, '59	3,572	3,417 85	2,627 00	1,330 00	7,374 85	3,123 85	5,307 64	8,431 49	666 66	16,473 00
1859-'60.	39,151	\$30,220 50	\$42,793 00	\$18,681 00	\$91,694 50	\$41,601 10	\$81,521 47	\$123,122 57	\$8,000 00	\$222,817 07
FEBRUARY,	2,339 1/2	1,885 71	2,145 00	1,645 00	5,675 71	1,083 89	6,354 99	8,038 88	666 67	14,381 26
MARCH,	2,962	2,069 51	3,340 41	2,686 31	8,096 23	3,991 28	10,108 86	14,100 14	666 67	22,863 04
APRIL,	2,544	2,043 41	1,909 06	2,154 94	6,107 41	3,546 83	8,564 51	12,111 34	666 66	18,885 41
MAY,	2,606	2,040 90	2,672 50	1,671 50	6,384 90	3,007 28	5,637 43	8,644 71	666 67	15,696 28
JUNE,	2,567 1/2	1,903 57	3,179 00	1,275 00	6,357 57	1,928 24	5,393 19	7,321 43	666 67	14,345 67
JULY,	3,505 1/2	2,764 42	2,820 00	2,698 00	8,282 42	2,600 13	5,016 47	7,616 60	666 66	16,565 68
AUGUST,	3,357 1/2	2,002 28	3,423 00	3,848 00	9,273 28	2,531 30	6,723 51	9,254 81	666 67	19,194 76
SEPTEMBER,	3,934	4,429 89	2,548 00	4,558 00	11,535 89	3,729 24	11,314 85	15,044 09	666 67	27,246 65
OCTOBER,	3,198 1/2	2,294 16	3,362 00	3,740 00	9,396 16	4,930 81	9,629 54	14,560 35	666 66	24,623 17
NOVEMBER,	3,082 1/2	2,149 07	2,628 00	2,598 00	7,375 07	6,328 40	6,416 37	12,744 77	666 67	20,786 51
DECEMBER,	3,166	1,724 71	3,644 00	1,796 00	7,164 71	4,384 43	7,108 57	11,493 00	666 67	19,324 38
JANUARY, '60	3,079	3,566 90	1,854 00	1,702 00	7,122 90	3,516 48	5,317 62	8,834 10	666 66	16,623 66
	36,342	\$28,874 53	\$33,524 97	\$30,372 75	\$92,772 25	\$41,578 31	\$88,185 91	\$129,764 22	\$8,000 00	\$230,536 47

Office of the Seaboard & Roanoke Rail Road Company, Portsmouth, Va., Jan. 31, 1860.
 RICHARD WALKER, Treasurer.

REPORT OF THE NUMBER OF PASSENGERS OVER THE SEABOARD & ROANOKE RAILROAD

FOR THE YEAR 1859.

Months.	Ports- mouth.	Suf- folk.	Carrs- ville.	Frank- lin.	Not'-New- way. sons.	Boy- kins.	Branch- ville.	Mgts- ville.	Sea- board.	We - don.	Total.
FEBRUARY,.....	1,148 $\frac{1}{2}$	242	57 $\frac{1}{2}$	163 $\frac{1}{2}$	20	55 $\frac{1}{2}$	99 $\frac{1}{2}$	78	63	403	2,339 $\frac{1}{2}$
MARCH,.....	1,702 $\frac{1}{2}$	239 $\frac{1}{2}$	56	188 $\frac{1}{2}$	17	58	83	37	50	517 $\frac{1}{2}$	2,962
APRIL,.....	1,377 $\frac{1}{2}$	255	60	162 $\frac{1}{2}$	27	38	57 $\frac{1}{2}$	70	48	421 $\frac{1}{2}$	2,544
MAY,.....	1,268	250	25 $\frac{1}{2}$	177	32 $\frac{1}{2}$	66	63 $\frac{1}{2}$	84 $\frac{1}{2}$	74	546 $\frac{1}{2}$	2,606
JUNE,.....	1,306	237	39	152 $\frac{1}{2}$	22	33 $\frac{1}{2}$	97 $\frac{1}{2}$	36 $\frac{1}{2}$	22 $\frac{1}{2}$	612	2,567 $\frac{1}{2}$
JULY,.....	1,831 $\frac{1}{2}$	302	70 $\frac{1}{2}$	242	18	59 $\frac{1}{2}$	181	10 $\frac{1}{2}$	50 $\frac{1}{2}$	727	3,505 $\frac{1}{2}$
AUGUST,.....	1,911 $\frac{1}{2}$	305	41	160 $\frac{1}{2}$	25 $\frac{1}{2}$	50 $\frac{1}{2}$	88	31 $\frac{1}{2}$	34	678	3,357 $\frac{1}{2}$
SEPTEMBER,.....	2,532	273	52	179 $\frac{1}{2}$	27	73	70	26	40 $\frac{1}{2}$	648	3,934
OCTOBER,.....	1,971	294 $\frac{1}{2}$	48 $\frac{1}{2}$	156 $\frac{1}{2}$	14	47	103	32	47 $\frac{1}{2}$	465 $\frac{1}{2}$	3,198 $\frac{1}{2}$
NOVEMBER,.....	1,462	305 $\frac{1}{2}$	40	275 $\frac{1}{2}$	20 $\frac{1}{2}$	81	135	29 $\frac{1}{2}$	72 $\frac{1}{2}$	639	3,082 $\frac{1}{2}$
DECEMBER,.....	1,573	267 $\frac{1}{2}$	57 $\frac{1}{2}$	219	17 $\frac{1}{2}$	52	127	42	53	732	3,166
JANUARY, (1860,).....	1,456 $\frac{1}{2}$	512 $\frac{1}{2}$	148	283	28 $\frac{1}{2}$	52 $\frac{1}{2}$	80	36	79	364	3,079
	19,540	3,483 $\frac{1}{2}$	695 $\frac{1}{2}$	2,360	270	666 $\frac{1}{2}$	1,185	497	634 $\frac{1}{2}$	6,754	36,342

OWEN D. BALL,

Master of Transportation.

REPORT OF UP FREIGHT FROM 31st JANUARY, 1859, TO 1st FEBRUARY, 1860.

18

Stations.	No. Tons.	Bbbs. Sugar.	Bbbs. Lime.	Bags Guano.	Bbbs. Liquor.	Sacks Salt.	Bags Coffee.	Hhds. Bacon.	Hhds. Mol'ses
SUEFOLK,	858 $\frac{1}{2}$	535	271	673	594	265	203	49	41
CARRSVILLE,	354 $\frac{1}{4}$	140	221	720	149	311	63	19	13
FRANKLIN,	1,310	522	580	1,533	801	820	250	57	39
NOTTAWAY,	134 $\frac{1}{2}$	59	163	111	68	55	34	12	7
NEWSOMS,	582 $\frac{3}{4}$	161	1,017	1,348	247	576	78	29	25
BOYKINS,	392 $\frac{1}{2}$	149	234	553	197	246	83	13	15
BRANCHVILLE,	106 $\frac{3}{4}$	48	73	20	85	141	20	5	4
MARGARETTSVILLE,	169 $\frac{1}{4}$	56	178	278	91	131	65	9	6
SEABOARD,	423 $\frac{1}{2}$	137	603	628	215	234	75	19	11
WELDON,	2,054 $\frac{1}{4}$	426	1,309	1,920	1,894	216	257	128	15
RALEIGH AND GASTON WAY STATION,	3,741 $\frac{1}{2}$	1,196	1,770	17,644	2,456	485	350	457	104
RALEIGH,	4,855 $\frac{1}{2}$	1,655	3,740	3,216	1,453	1,004	1,626	582	18
	14,983 $\frac{1}{4}$	5,084	10,159	28,644	8,250	4,484	3,104	1,379	298
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
		635 $\frac{1}{2}$	1,269 $\frac{3}{4}$	2,148 $\frac{1}{4}$	1,650	560 $\frac{1}{2}$	248 $\frac{1}{4}$	551 $\frac{1}{2}$	223 $\frac{1}{2}$

Specified Tons,.....7,287 $\frac{1}{4}$
 Miscellaneous Tons,.....7,696
 Tons of R. Road Iron—West N. C. R.1,450 $\frac{3}{4}$

Total No. of Tons,.....16,434

OWEN D. BALL, Master of Transportation.

REPORT OF DOWN FREIGHT FROM 31st JANUARY, 1859, TO 1st FEBRUARY, 1860.

19

Stations.	Number Tons.	Feet of Lumber.	Number of Staves.	Lbs. of Bacon.	Barrels Flour.	Bales Cotton	Kegs Lard	Naval Stores.	Bushels Grain.	Bushels Peas.	Boxes Tobacco
SUFFOLK,	384 $\frac{1}{4}$	31,863		44,550		11	125		318	2,113	
CARRSVILLE,	918 $\frac{3}{4}$	166,000	75,000	105,954			144		1,922	3,839	
FRANKLIN,	3,732	954,000	47,000	32,327		4,561	121		3,235	8,977	
NOTTAWAY,	1,414	308,800	317,600	2,786		5	9		253	761	
NEWSOMS,	586 $\frac{1}{2}$	83,100	2,127	45,960			697		3,164	2,420	
BOYKINS,	443 $\frac{1}{2}$	46,400	20,000	23,948			429	50	974	2,008	
BRANCHVILLE,	559 $\frac{1}{2}$	159,000	40,000	6,884			245	35	516	1,487	
MARGARETTSVILLE,	258 $\frac{1}{4}$		68,000	575			275	37	695	786	
SEABOARD,	429	21,000	4,000	4,060			1,171	16	190	299	
WELDON,	2,838 $\frac{1}{2}$	67,550	104,000	618	2,366		5	9255	2,300	672	240
R. & G. WAY STATIONS, RALEIGH,	1,350 $\frac{1}{2}$ 3,553 $\frac{1}{2}$			2,057 1,000	1,276 13,331	86 84					19,244 2,922
	16,468 $\frac{1}{4}$	1,837,713	677,727	270,719	16,973	10,897	777	11,022	18,077	23,392	22,406
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
		3,675 $\frac{1}{2}$	1,355 $\frac{1}{2}$	135 $\frac{1}{4}$	1,697 $\frac{1}{4}$	2,179 $\frac{1}{2}$	38 $\frac{1}{4}$	1,653 $\frac{1}{4}$	452	701 $\frac{3}{4}$	1 120 $\frac{1}{4}$

Specified Tons, 13,009
Miscellaneous Tons, 3,459 $\frac{1}{4}$

Total No. of Tons, 16,468 $\frac{1}{4}$

OWEN D. BALL, Master of Transportation.

REPORT OF THE MASTER MACUINIST OF THE SEABOARD & ROANOKE RAIL ROAD COMPANY, FEBRUARY 1st, 1860.

Engines.	No. miles run.	Cost for Rep.	Cost pr mile run.	Cost of Oil, Waste, Pack., &c.	Cost pr mile run.	Remarks.
VIRGINIA,	14,474	309.26	\$2.14	\$64.82		New Tins, &c.
RALEIGH,	16,065	885.24	5.51	69.33		General Repairs.
BALTIMORE, ...	22,400	633.04	2.83	93.19		New Tender, Trucks, Axle, and Wheels.
PALMETTO,	7,390	511.96	6.93	32.45		New Valve Motion, &c.,—not completed.
WM. COLLINS,	9,410	866.83	9.21	57.38		
CAROLINA,	18,550	147.18	80	72.71		
NORFOLK,	10,494	74.07	71	53.87		
FORTSMOUTH, .	8,556	443.28	5.18	40.83		New Driving Wheels and Chilled Tire.
REMUS,	615	303.83	49.37	3.14		Boiler renewed—not completed.
ROMULUS,	11,173	54.28	49	54.59		
Total.	119,127	4,228.97	\$3.55	\$542.31		
Passenger and Baggage Cars.						
5 Passenger, 2 Smoking & Mail, and 4 Baggage.	50,791	3,025.94	5.95			3 Passenger Cars repaired and New Trucks. 2 Smoking and Baggage Cars altered to Smoking & Mail, and repaired. 1 Baggage Car rebuilt and 2 repaired.
Freight.						
70 House Cars.						
4 Cattle "						
75 Platf'm "	68,336	3,306.17	4.84			4 Cattle Cars need rebuilding, and 12 Gravel Cars need re- pairing.
12 Gravel "						
Re-constr'ed u Hand Cars.		6709.87				
Total.		17,270.95				2 Powder and 3 House Cars, new; 12 House Cars rebuilt.

Photomount
Pamphlet
Binder
Gaylord Bros.
Makers
Syracuse, N. Y.
PAT. JAN 21, 1908

